GOSSIP OF WALL STREET.

Large supporting orders were put under the stock market yesterday. It was the same kind of support that has appeared on each bad day since this decline started a month There was no effort to lift prices, or even to hold them arbitrarily at any given point, but there was a market for all the active tocks at every eighth down. The so-called hig interests, in other words, had put them-selves under the market and were willing to take stocks in quantities. It was owing to the limited character of such scale buying that the market became so nearly demoralized in the last hour of Thursday's trading The bear element had succeeded in starting a genuine selling movement and there was not enough strong buying to offset it. The busing yesterday, so some of the best ob-servers affirmed, was stronger on the whole than the selling. After some very heavy liquidation in the first hour the market became dull, and efforts to depress it further were successfully resisted until shortly before the close of trading. In the last half hour the bear crowd returned to the attack, making bear crowd returned to the attack, making targets of Amalgamated Copper, Union Pacific and the Steel stocks, all of which yielded to the pressure and closed at practically the lowest prices of the day.

The market opened under the depressing influence of a further severe decline in American securities at London. The Steel stocks were down more than a point each and had been subjected, the cables said, to heavy iquidation for foreign account. London nouses were heavy sellers here. Their sales of Steel common alone probably amounted to 25,000 shares in the first hour. Their selling of the common and preferred combined was estimated at no less than 40,000 shares. Some estimated it a good deal higher. The whole international list was under pressure from other side. Nearly one-half of the day's Transactions in Steel common up to at were made in the first hour the inclination a great many traders who had been short cover and go long for a turn. A numper of commission houses advised immediate purchases for quick profits. One wire house hat took this position on the market bought on or 9,000 shares on balance in the foreorders in the market encouraged speculative buying of the character described. To these forenoon buyers the subsequent course of the market was very disappointing. They did not get the rally that they expected, and few of them were able to sell out at any profit. lome of those stocks were thrown over in th

The Boston bugbear, it appears, is now rving to buildoze Europe.

The Boston crowd was supposed to be selling stocks heavily in this market yesterday. A house that is well known to have Boston connections was put forward as a heavy seller of Union Pacific and the Steel stocks. It had previously been a heavy seller of Amalgamated Copper. It is believed that Boston is heavily short of Amalgamated

man yesterday, "is not likely to be surprised by the somersaults of speculative sentiment, but I have just had an experience which impresses me anew with the fact that the influence of fluctuations upon market opinion is almost freesistible. I have an acquaint-ance in the Street who is something of a speculative philosopher. He is very rich and very thoughtful, and I have always had a high respect for his judgment. On Thursday morning we stood together at a ticker and lasked him what he thought of Union Pacific. The stock was selling at 1234. 'You see that?' he said, holding the tape up to me. It will sell at 127 before to morrow night.' I saw him again to-day. 'Union Pacific,' he said. will sell at 90. Socialism is abroad in this country and will ruin values faster than we It will sell at 90.' There is a thoughtful man who has made money on his speculative judgment. What of the thousands who follow the market without any judgment

The market has been on this downward swing for one month. It closed yesterday at an average price level slightly lower than the lowest previously reached on this movement. Some stocks, for example Union as they had been, but the average was possibly '; per cent, lower. Three times be-fore the twenty active railroad stocks compared in the Dow-lones averages had closed at an average between 117 and 118. The same stocks closed yesterday at an average a trifle under 117. The difference between yesterday's low level and the lowest previously reached was not enough to be made the basis for conclusions, but a decline of, say, 1 per cent, further would persuade believers in the swing theory of market movements that prices were heading downward. There is nothing cabalistic about this. After a decline has been arrested several times on one level and prices then go lower it seems reasonable to infer that the buying on that level had become limited and that the selling just above that level had been better than the buying. The market on yesterday's closing level, therefore, would be said by the believer in this theory of movements to be in a critical position. It is the fourth time that prices have touched this level since the decline started. On each time previously they have ralled, and the first precovery was t'e best of the three.

An operator who is conservatively bull-ish says: "Some very powerful financial interests are committed to predictions con-cerning certain stocks here which cannot conceivably be made good in a bear market. I de not believe we are going to have a bear market. The best banking sentiment that I reach is not bearish. Our larger interests, however, have not desired the market to go ahead at this time, believing that speculation should walt upon the crops and other things. A crowd of Western operators couldn't wait and went in to bull the market ahead of the crops and everything else just as they did a year ago. It looks as if they had been

Last week the Gates people made a demonstration on the bull side of the market which lasted for two days and then flattened out rather suddenly. In those two days, how-ever, they and their Western following must have taken on a good many stocks. So also did a number of Western houses. The Gates people were particularly bullish on Amalgamated Copper, Union Pacific and Steel preferred. On the decline this week Western market, leaving it once more to be asked how on the burges and selling them out on the dips When this Western contingent became bullish last week and openly asserted its leadership on the bull side the skeptical predicted that it would not be permitted to go very far. It was said that banking sentiment, which had been indifferent toward the market, would be hostile toward bullish operations under this leadership. The besetting fault of the Gates crowd is its impatience. It got bullish on the situation, couldn't wait for the company of some of the more powerful market factors

Operations for the decline continued vesterday to converge upon the Steel shares. Supporting orders were put under the stocks, but not the slightest apparent effort was made to rally them. They showed, indeed, a conspicuous lack of rallying power wish the remainder of the market recovered feebly from time to time, and both issues closed ressure on them again. The common stock declined yesterday to the lowest price at which it has sold this year. The foreign selling of the common stock was perhaps the heaviest from any one quarter. One Wall Street house handling principally large speculative or-ders sold possibly 25,000 shares of the preferred stock. Brokers who have been following the transactions closely say that the short selling is certainly being overdone.

"It is no fun to watch a bear market," said a broker, despairingly. "Customers come in and look at the tape and go out again with a terrible grouch."

GET OFFICES IN JERSEY CITY. Declaration That It is for the Avoldance

of Transfer Tax. The Stock, Grain and Provision Company of New York, with offices at 10 Wall street, is preparing to open a branch office at 56 Montgomery street, Jersey City.

at 56 Montgomery street, Jersey City. The concern expects to do business with its customers outside of New York State through this branch. It will maintain its Wall street office for the convenience of New York customers.

C. W. Holland, president of the company, told a reporter that the purpose of the company in going to Jersey City is primarily to avoid the transfer tax. Trading will be done through the Philadelphia and Boston exchanges. exchanges

exchanges.

Agents in charge of downtown office by ildings in Jersey City have received many applications of late from brokers for offices. It is known that a number have leased rooms, and several men who were suspected of being interested in bucket shops have been unable to get accommodations. It was reported yesterday that M. J. Sage & Co. of 42 Broadway have secured offices in the Fuller Building 1 Montgomerry street.

PATTERSON TO QUIT, TOO. Brother-in-Law of Joseph Ramsey Offers Resignation to Gould.

PITTSBURG, Pa., May 19 .- It was announced here to-day that Vice-President nounced here to-day that Vice-President and Chief Engineer James W. Patterson of the Wabash-Pittsburg Terminal had offered his resignation to George J. Gould, but that the resignation has not been accepted. Mr. Patterson is a brother-in-law of retiring President Joseph Ramsey of the Wabash, and is the engineer who overcame all difficulties in bringing the Wabash into Pittsburg. Asked to-night if it were true that he had asked to be relieved from further duty, now that his relative was out, Mr. duty, now that his relative was out, Mr.

Patterson said:

"Yes. I tendered my resignation personally to Mr. Gould on April 24. I did not want President Delano to feel embarrased in coming into the Pittsburg district. The resignation has not yet been accepted." It is understood that Mr. Patterson yes-terday insisted to President Delano that his resignation must be accepted.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Arrived - Pridat, May 19.

U. S. S. Brooklyn, San Juan, P. R., May 18.

U. S. S. Chattanooga, San Juan, P. R., May 18.

U. S. S. Tacoma, San Juan, P. R., May 18.

S. Baltic, Liverpool, May 10.

Sa Italia, Naples, May 6.

Se Flandria, Inagua, May 14.

Se Prins Maurits, Port au Prince, May 13.

Sa Zi Valle, Galveston, May 18.

Sa Zi Valle, Galveston, May 18.

So Yumuri, Baracoa, May 14.

So Comal, Galveston, May 18.

Sa Chesapeake, Baltimore, May 18.

Sa Chesapeake, Baltimore, May 18.

Bark Bertha, Ric Grande do Sul, March 17.

Brig Mottey D. Edwards, Fernandia, May 7.

Bark Beech Holm, Alexandretta, Dec. 31.

Bark Nautilo, Buenos Ayres, March 20. Arrived -PRIDAY, May 19.

ARRIVED OUT. arragansett, from New York at Bristol. SAILED FROM FOREIGN PORTS.

Ss Celtic, from Liverpool for New York. Ss Hamburg, from Boulogne for New York. Ss Pannonia, from Flume for New York. OUTGOING STEAMSHIPS. St Louis, Southampton. 6 00 A M
Columbia, Glasgow 7 30 A M
Vaderland, Antwerp 8 30 A M
Koenirin Luise, Naples 8 30 A M
Lucania, Liverpool. 12 30 P M
Minneliaha, London
Pretoria, Hamburg
La Gascogne, Havre.
Maracalbo, Curação. 8 30 A M
Ponce, Porto Rico. 9 00 A M
Alleghany, Jamaica. 9 25 A M
Mexico, Havana. 10 00 A M
Grenada, Grenada. 10 00 A M
Grenada, Grenada. 10 00 A M
Sallor Prince, Argentina. 12 00 M
Melderskin, North Brazil. 12 00 M
Melderskin, North Brazil. 12 00 M
El Norte, Galveston
Jefferson, Norfolk.
El Paso, New Orleans.
Denver, Galveston.
Iroquois, Charleston.
Sall Monday, May 22. Sall Monday, May 22.

Monroe, Norfolk Sall Tuesday, May 28.

	Algonquin, Charleston.,		8 00 P
	INCOMING	ATBANSHIPS. To-day.	
	Montebello		
	Kansas City	Savannah	April
	Syracuse	Barbados	May
	Colorado		
	Advance	Colon	War
	Monterey		May
	Philadelphia	Southempton	MAY
	Etruria		
	Princess Alice	Hremen	May
	Gluita		
	Maracas	Trinidad	May
	Tennyson	Barbados	May
	Flaudria	Inagua	May
	Burbo Bank	St. Lucia	MAY
	El Monte		MAY
	Trinidad		
		o morrow.	
			W 21
	La Bretaene	Havre	MAY
	Dinnamore	Gibraitar	May
	Bardsey	.St. Lucia	May
	Hawallan		April
		day, May 22.	
	Noordam	Rotterdam	May
	Minnetonka	London	May
	Kroonland	Antwerp	MAY
	Denuillo	Gibraltar	MAG
	Massilia Citta di New York Caracas	Naples	May
	Citta di New York	Gibraltar	MAY
	Caracas	Porto Catello	May
	Proteus	New Orleans	MIZY
	E Dia	Galveston.	May
	Due Tues	day. May 23.	
	Bremen		Mar
	Furnessia	Cineraw	Mar
	I minessia	Liverpool	MAI
	Armenian Krouprinz Wilhelm	liremen	May
	Kroupring Willems	140.21	,
i		sday, May 24.	
	PR1	1 transport	Man

ALASKA COPPER THE LATOUCHE ISLAND COPPER MINING COMPANY, Ltd.,

FINANCIAL.

Teutonic . . . Fluminense . .

Liverpool.... Pare Galveston... Galveston.

WANTS \$25,000

To continue development work on its property at Latouche Island, Prince William Sound, Alaska. We have four miles of Copper Property on tide water, with three distinct and separate veins 600 feet apart, and running parallel the entire distance, which are strong and vary in width from 8 to 2 feet. A limited amount of treasury stock is offered AT 50 CENTS PER SHARE, par value 45.00 Prospectus free, Correspondence invited. Address JOHN KENNEDY, BANKER, room 204, Nos. 29 and 33 West 42d St., New York etty.

Since the recent Minnie Healy and Nipper final decisions at Butte. Montaua, the public in Chicago, Plusburg, Philadeiphia, and Boston have freely bought United Copper at \$25 per share, the par value being \$100. Well informed brokers know it is worth \$70, and will now go to that figure. A dividend on the common stock will soon be deciared.

PROPOSALS.

SEALED BIDS OR ESTIMATES will be received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 3 o'dock P. M., on WEDNESDAY, MAY 31, 1905.
FOR COMPLETING THE ELECTRICAL WIRING SYNTEM IN THE CRIMINAL COURT BUILDING, BOROUGH OF MANHATTAN.
For full particulars see City Record.
JOHN F. AHEARN,
Borough President.
The City of New York, May 18, 1905. The City of New York, May 18 1995.

OFFICE OF THE COMMISSIONERS, D. C., Washington, D. C., May 16, 1905. The time for the receipt of proposals for constructing and installing heating, lighting, power plant, and water supply for the Industrial Home School, at Blue Piains, D. C., under the advertisement by this office dated April 26, 1(0), is hereby changed to 12 o'clock M., June 10, 1905. HENRY B. F. MACFARLAND, HENRY L. WEST, JOHN BIDDLE, Commissioners, D. C.

DEPARTMENT OF DOCKS AND FERRIES.
Scaled bids or estimates for extending ferry
structures foot of Whitehall St., East River, and
dredging thereat (No. 918), will be received by
the Commissioner of Docks at Pler "A," Battery
Place, until 2 0'clock F, M., May 29, 1905. For Place, until 2 o'clock P. M. particulars see City Becord.

particulars see City Record.

U. S. ENGINETE OFFICE, Baltimore, Md., May 19, 1905. Scaled proposals for Gredging in Patapseo River and Chesapeake Ray, Md., will be received here until noon, June 20, 1905, and then publicly opened. Information furnished on application, R. L. HOXIE, 14, Col. Engra.

THE AQUEDUCT COMMISSIONERS OFFICE.

Room 201, Stewart Building, No. 280 Froadway,
New York, May 9, 1905.

TO CONTRACTORS.
CROSS RIVER RISERVOIR.

Scaled bids or proposals will be received by the
Aqueduct Commissioners at the above office until
12 o'clock noon on Wednesday, May 31, at which
place and hour the bids will be publicly opened
and read; the award of the contract, if awarded,
will be made by the Aqueduct Commissioners as
soon thereafter as practicable, for constructing a
reservoir, including the building of a large masonry
dam across the Cross River. The dam site is about
one mile cast of the Kaswanah statun of the New
York Central & Hudson River Railroad, Harlem
Division, approximately 40 miles from New York
The security required will be \$300,000.

PROPOSALS.

| Item | 6. | Rock | Cavavation, | Class | Charles | Cha

Item 19. Grout of Portland cement requiring 1,000 barrels cement Item 20. Cyclopean masonry 182,000 cubic yards Item 21. Rubble stone masonry 100 cubic yards Item 22. Dimension stone masonry 100 cubic yards appre

Item 86. Railing for various places. 400 linear fee places. 400 linear fee places. 400 linear feet pla

Grassing . 34,000 square yards
Plashboards, stopplanks and wooden
gratings. . Lump sum
Crushed stone and
screened gravel for
miscellaneous uses
Superstructure of
gatchouse . Lump sum Item 40. Superstructure of gatehouse. Lump sum
The work is authorized by Chapter 490, Laws of 1883, of the State of New York, and the amend-

The work is suited of New York, and the amendments thereto.

No bid will be received or considered unless accompanied by either a certified check upon one of the State or National Banks in The City of New York drawn to the order of the Compitroller, or money to the amount of \$25,000.

Copies of a pamphlet containing further information for bidders, form of proposal, forms of contract and bond approved by the Corporation Counsel, and the specifications, can be obtained at the office of the Aqueduct Commissioners on application in person or by mail. Likewise sets of lithe graphs of the contract drawings can be obtained from the office of the Commissioners on the payment of \$5 for each set.

HARRY W. WALKER. Secretary.

BUILDING COMMITTEE OF THE NEW

HARRY W. WALRER. Secretary

BUILDING COMMITTEE OF THE NEW
COURT HOUSE.

BALTIMORE, May 4, 1905.

PROPOSALS will be received by the Board of
Awards of Baitimore City for REPAIRING THE
COURT HOUSE FOR THE CITY OF BALTIMORE.
Bids must be in sealed envelopes addressed to
the Board of Awards and marked on the outside
"Proposal for the alterations in West Facade of
the Court House for Baitimore City," and left with the Court House for Baltimore City," and left with Mr. HARRY F. HOOPER (City Register, at his office in City Hall, ON OR BEFORE 11 A. M. WEDNESDAY, May 31, 1905.
Each bld must be accompanied by a certified check for one per cent. (1%) of the amount of proposal, made payable to the Mayor and City Council of Baltimore. of Baltimore.

The successful bidder will be required to give bond and comply with City Charter respecting contracts. bond and comply what Cay contracts.

Drawings and specifications can be seen at the office of the Architects, Messrs. Wyatt & Notting. No. 2 East Lexington street, Baithnore, on and after Saturday, May 6, 1905.

The Board reserves the right to reject any or all bids.

E. CLAY TIMANUS, Mayor, Approved:

Clay TIMANUS.

bids.
Approved:
B. CLAY TIMANUS.
President Board of Awards.
President Board of Awards.
Withhattar President Board of Awards

SEALED BIDS OR ESTIMATES will be received by the President of the Borough of Manhattan, at the City Hall, Room No. 1e, until 30 clock P. M., unwedness Day, MAY 31, 1905.

No. 1. FOR FUNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR REPAIRS TO SEWER IN WASHINGTON STREET, between Battery place and Morris Street.

No. 2. FOR FUNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR REPAIRS TO SEWER IN MORRIS STREET, between West and Greenwich streets. Greenwich streets.
No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR REPAIRS TO SEWER IN GREENWICH STREET, between Rec-

SEWER IN GREEN WICH STREET, LETTE LABOR TO AND THANKS STREET.

NO. 4. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REBUILD ING AND REPAIRS TO SEWER IN TWENTY-FOURTH STREET, between Avenue A and 11tst ivenue. For full particulars see City Record. JOHN F. AHEARN. Borough President. The City of New York May 18, 1965.

The City of New York May 18, 1806.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply, Gas and Electricity at the office of Department of Water Supply, Gas and Electricity, Room 1538, Nos. 18 to 21 Park Row. Borough of Manhattan the City of New York, until 2 O'clock P. M., on WEDNESDAY, MAY 31, 1905.

Borough of Manhattan and The Bronx, FOR REGIE ATING AND GRADING AND FENCING THE BLOCK BOUNDED BY FIFTH AVENUE, ONE HUNDRED AND THATY-XINTH STREET, AND HUNDRED AND THATY-XINTH STREET, AND HUNDRED AND FORTIETH STREET AND THE HARLEM RIVER, AND BUILDING A FRAME OFFICE.

For full particulars see City Record.

JOHN T. OAKLEY, Commissioner.

Dated May 18, 1905.

FRANKFORD ARSENAL, Philadelphia, Pa., April 22, 1905. Sealed proposals in triplicate will be received here until 1 P. M., May 23, 1905, for furnishing, during year ending June 39, 1908, Smokeless Powder, Cloths, Ropes, Threads, Forage, Steel, Iron. Seamless Brass and Copper Tubing, Thi, Zinc, Lead and Antimony, Iron, Bronze, Steel and Aluminum Castings, Cartridge Metals, Haidware Plumbing, Steam Fitting and Electrical Supplies, Leather and Belling, Lumber and other Building Materials, Fuel, Lighting and Polishing Materials. Chemicals, Oils, Faints, Faper, Strawboard and Chipboard Tools and Miscellaneous Articles. For information apply to Lieut Col. FRANK HEATH. nformation apply to Lieut. Col. FRANK HEATH,

Information apply to Lieut. Col. FRANK. HEATH, Com'dg.

PROPOSALS. FOR FIELD CAISSONS—Order annee Office, War Department, Washington, D. C., May 13, 1905. Seeled proposals, in duplicate, will be received here until moon, JUNE 13, 1905, and then publicly opened, for supplying Ordenance Department, U. S. Armsy, with 1403-inch field caissons, model of 1902. Bids will be received for all or part of the foregoing. Information furnished upon application to Brig. Gen. WILLIAM CROZIER, Chief of Ord. Chief of Ord.

SANDY HOOK PROVING GROUND, P. O. Fort Haucock, N. J., May 16, 1905—Scaled proposals, in triplicate, will be received here until 3 P. M., June 16, 1908, for erection of Brick Building for Housing Three Locomotives and One Locomotive Cranelle, S. reserves right to reject all or any proposals or parts thereo. Information on application to COMMANDING OFFICER.

FORT HANCOCK, N. J., May 1, 1905—Scaled proposals for installing electric lighting fixtures in 5 buildings here will be received until 12 M. May 20, 1905. Information furnished on application, U. S. reserves right to reject any or all proposals. Envelopes should be marked "Proposals for Installing Electric Fixtures," Addressed ABE, S. BICK-HAM, Q. M.

HAM, Q. M.

SANDY HOOK PROVING GROUND, P. O. Fort Hancock, N. J., May 16, 1905—Sealed proposals, in triplicate, will be received here until 3 P. M. June 16, 1905, for erection of Ordnance Barracks, U. S. reserves right to reject all or any proposals or parts thereof. Information on application to COMMANDING OFFICER.

ENGINEER OFFICE, U. S. ARMY, Room 2, Custom House, Norfolk, Vs., May 17, 1905—Sealed proposals for dredging Pergulmans River, N. C. will be received here until 12 o'clock M., June 19, 1905, and then publicly opened. Information furnished on application. E. EVELETH WINS-LOW—Capt., Engrs.

SEALED BIDS OR ESTIMATES will be received, by the Park Board at the office of the Department of Parks, Arsenai, Pitth avenue and Sixty-fourth street, Borough of Manhattan, the City of New York, until 30 clock P. M., on THI RSDAY, JUNE 1, 1905.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS TO LAY CEMENT SIDEWALKS ON NORTH SIDE OF HIGHLAND BOULEVARD, between Highland Park and Vermont street; on EASTERN PARK WAY EXTENSION, between Haidh avenue and Boshwick avenue, AND AROUND STUYVESANT PARK, BROUGH OF BROOKLYN, No. 2, FOR FURNISHING ALL, THE LABOR AND MATERIALS TO LAY CEMENTS IDEWALKS AROUND BED HOOK PARK, CITY PARK, CUYLER PARK AND LINTON PARK, BOROUGH OF BROOKLYN.

No. 3, FOR FURNISHING ALL, THE LABOR AND MATERIALS TO LAY CEMENT SIDEWALKS ON PROSPECT PARK, WEST, from Prospect Park ON PROSPECT PARK, WEST, from PROSPECT PARK, UST, from PROSPECT PARK, US

particulars see City Record. JOHN J. PALLAS,
President.
HENRY C. SCHRADER,
MICHAEL J. KENNEDY.
Commissioners of Parks.
Dated May 16, 1905.

DEPARTMENT OP DOCKS AND FERRIES.

The City of New York.

Scaled bids or estimates for piles (912), for building pier between W. 42nd and 43rd Sts., North River (919), and for dredging (922), will be received by the Commissioner of Docks at Pier. "A." Battery place, until 2 o'clock P. M., May 28, 1905. (For particulars see City Record.) DEPARTMENT OF DOCKS AND FERRIES.

The City of New York.

Sealed bids or estimates for pile drivers, boat landing stages, diving scows and derrick (907), and for building pier foot West 18th St. (915), will be received by the Commissioner of Docks at Pier A. "Battery Place, until 2 o'clock P. M., May 22, 1905. (For particulars see City Record).

PUBLIC NOTICES.

PUBLIC NOTICES.

PUBLIC NOTICES.

The City of New York—Office of City Clerk.
City Hall, New York, May 12, 1995.
New York City Interborough Railway Company, having presented its application in writing to the Board of Aldermen of The City of New York, dated the 26th day of April, 1906.

First your petitioner is a street surface railway corporation duit organized and existing under the Laws of the State of New York and has duly made and ried, pursuan to section is of the Railroad Law, surveys, map, and a certificate of the Railroad Law, surveys, map, and a certificate of the Railroad Law, surveys, map and a certificate of the alterations or changes of its routes herein proposed.

Second—Your petitioner desires to obtain from The City of New York and its Board of Aldermen, its and their approval of such proposed alterations and changes of its routes and its and their consent to and, a grant of the right, privilege and franchise for the construction, maintenance and operation of double-track street surface railways (including the necessary connections, switches, sidings, turnouts, turnatables and cross-overs) as alterations and changes of its existing routes, for public use in the conveyance of persons and property for compensation, in, through, upon and along the surface of certain streets, avenues, public piaces, parkways and highways mentioned and set forth in the statement of said proposed alterations and changes in the statement of said proposed alterations and changes in the critical proposed alterations and changes.

Change No. 1 in Route No. 1, as described in its certificate of incorporation.

Continuing on and along Sedgwick avenue from Perot street to the intersection of said proposed and in substitution for that portion of said route extending northwesteriy direction on and along Heath avenue or Fort Independence street, as described in said certificate of incorporation.

Continuing on and along Kingshridge road from the intersection of the proposed of the proposed viaduet or bridge crossing the railroad

Change No. 4 in Route No. 3, as described in its

erithicate of incorporation:
Extending southerly from the intersection of Kingsbridge road with Valentine avenue, on and along Valentine avenue to its intersection with East One Hundred and Eighty-ninth street; thence easterly on and along Fast One Hundred and Eighty-ninth street; thence easterly on and along Webster avenue; thence northerly on and along Webster avenue; thence northerly on and along Webster avenue; thence northerly on and along Webster avenue; to its intersection with East One Hundred and Eighty-ninth street, thence easterly on and along said East One Hundred and Eighty-ninth street, thence easterly on and along said East One Hundred and Eighty-ninth street to its intersection with Third avenue, as a change and in substitution for that portion of said route extending on and along Kingsbridge road and Third avenue. From Decatur avenue to East One Hundred and Eighty-ninth street.

Change No. 5 in Houte No. 3, as described in its certificate of incorporation.

Beginning at the intersection of East One Hundred and Seventy-eighth street and Boston road; thence mortherly along Poston road to the Rapid Transit station at its intersection with East One Hundred and Eightlein street thence westerly along East One Hundred and Eightlein street thence westerly along East One Hundred and Eightlein street thence westerly along East One Hundred and Eightlein street thence westerly along East One Hundred and Eightlein street. thence northers along lesson road to the Rapid Transit station at its Intersection with Eas. One Hundred and Eightleth street thence westerly along East One Hundred and Eightleth street is intersection with Southern Houlevard: thence along said last mentioned street to its intersection with Southern Houlevard: thence along said last mentioned street to its intersect on with East One Hundred and Eightleth street to with East One Hundred and Eightly second street, from of said route extending southeasterly on and along East One Hundred and Eightly second street, from Southern Boulevard to Use avenue to Least One Hundred and Seventy eightly street to Boston road.

Fourth—Your petitioner proboses to operate the roads to be constructed upon said altered and changed routes by the overhead troller system. For the said Board of Raliroad Commissioners and consented to by the owerhead troller system. Or by any other motive power, other than loosmotive steam power, which may be approved by the said Board of Raliroad Commissioners and consented to by the owners of property bounded on the same, as provided by law.

Wherefor, Your petitioner prays that public notice begins as required by law, and that the desired approval and the consent or grant be given in the form of an ordinance, in accordance with the provisions of the Greater New York Charter.

Dated at The City of New York, April 25, 1905.

NEW YORK CITY INTERBOROUGH RAIL.

Now, therefore, pursuant to direction given by resolution of the Board of Aldermen in the form of such application will be first considered and that at the Chamber of the Hoard of Aldermen in the City of New York, which was adopted on the 25th day of April, 1905, and approved by his Honor the Mayor of said City on the 3rd day of May, 1906, public notice of such application in the serious of the Greater New York Charter.

Dated at The City of New York Charter.

Dated at The City of New York Charter.

Dated at The City of New York Charter.

All previous interested in said application of said railway

PUBLIC NOTICE.

PUBLIC NOTICE.

The City of New York—Oiline of City Clerk.
City Hall, New York, May 12, 1905.
New York City Interborough Railway Company having presented its application in writing to the Board of Aldermen of The City of New York, dated ine 25th day of April, 1905.
The petition of New York City Interborough Railway Company respectfully shows—First—Your petitioner is a street surface ratiroad corporation duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions of its road and branches thereof herein proposed.

Second—Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to, and a grant of the right, privilege and franchise (or the construction, maintenance and operation of double track street surface railways dicheding the necessary connections, switches, sidings, turnouts, turnables, crossovers, and suitable stands or other structures, necessary for the accommodation and operation of said railroad by the overlead or other system of electricity or other-motive power which may be lawfully employed upon the same), as extensions and branches of its existing routes and for public use in the conveyance of persons and property for compensation in the content of the conveyance of persons and property for compensation in the content of the city of the content of the city of the content of the city of the content of the content of the city of loyed upon the same), as extensions and branches it is existing routes and for public use in the conseyance of persons and property for compensation a, through, upon and along the surface of certain treets, avenues, public places, parkways and highers, and bridges, viaducts and approaches. The following is a description of such streets, venues, public places, parkways and highways, not of the respective routes, numbered from one to ve, which the said extensions or branches are to ollow:

and of the respective routes, numbered from one to five, which the said extensions or branches are to follow:

1. Upon Route No. 1, as described in the certificate of incorporation of New York City Interspection of Least Two Hundred and Thirty-legith street and Abany road: running thence northeasterly on and slong Abany road to its intersection with Van Cortlandt avenue and Van Cortlandt Park, South, all in the Borough of The Bronx.

2. Also upon route, No. 1, as described in the certificate of incorporation of New York City interborough Railway Company: Commencing at the intersection of East One Hundred and Eighty-eighth street and Aqueduct avenue; thence running southwesterly on and along East One Hundred and Eighty-eighth street to its intersection with Sedgwick avenue; thence southerly on and along Sedgwick avenue; thence southerly on and along Pordham road: running thence westerly on and along westerly on and along the Bighty-fourth street to the easterly approach of the new (or Fordham Heights) bridge to be constructed; thence westerly upon along and across said new (or Fordham Heights) bridge to the westerly approach to said bridge or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along the westerly approach to said bridge or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street, Borough of Manhatan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street, Borough of Manhatan; thence we

PUBLIC NOTICES.

Rempdes, pilice. Cedar avonice, Hartem Miver The Brook and Henderton.

B. Alson upon Honte No. 1 as described in the borrough Ballways Company. Feetining of a politic of the Honter and Mixed Science of the Honter and Mixed Science of the Mannager and on a line partiel with the westerly fine of the Mannager and on a line partiel with the westerly fine of the Mannager and on a line partiel with the westerly fine of the Mannager and on a line partiel with the westerly fine of the Mannager and Mixed Science of the Mixed Science of the Mannager and Mixed Science of the Mannager and Mixed Science of the Mannager and Mixed Science of the Mixed Science of the Mannager and Mixed Science of the Mixed S

COMPANY, By Arthur Turnbull, President.

Attest:
Danl. W. McWilliams. Secretary.
State of New York. County of New York, ss.:
Arthur Turnbull, being duly sworm denoses and says that he is president of the New York City Interborough Railway Company, the petitioner named in the foregoing petition and knows the contents thereof, and that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief and as to those matters he believes it to be true.

ARTHUR TURNSULL.

Sworn to before me this 25th day of April, 1995.

[Seal] R. M. Newmann, Notary Public (9), New York County, N. Y.
Now therefore, pursuant to direction given by resolution of the Board of Aldermen of The City of New York which was adopted on the 25th day of April, 1905, and approved by his Honor the Mayor of said City on the 2d day of May 1905, public notice of such application is hereby given, and that at the Chamber of the Board of Aldermen in the City Hall, in the Borough of Manhattan and City of New York on Thursday, the 1st day of June, 1905, at 2 o'clock in the afternoon, the application of said railway company will be first considered and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforesaid, as an opportunity will then and there be given them to be heard in relation thereto.

City Clerk.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act, Senate Bill, Printed No. 1006, Int. No. 821, has been passed by both branches of the Legislature, entitled "AN ACT"

TO PROVIDE FOR THE RY TAXATION BY THE APPELLATE DIVISION OF THE SUPREME COURT OF THE STATE OF NEW YORK FOR THE SECOND JUDICIAL, DEPARTMENT OF THE CLAIM OF NELSON J. WATERBURY, JUNIOR, AS SURVIVING PARTNER OF THE FIRM OF N. J. AND N. J. WATERBURY, JUNIOR, FOR SERVICES RENDERED BY THEM FOR THE CLAIM OF GEORGE R. SHELDON, AS ASSIGNED OF WILLIAM H. DE FORRENT, INDER THE PROVISIONS OF CHAPTER FOUR HUNDRED AND NINETY OF THE LAWS OF EIGHTEEN HUNDRED AND SIGHTY-THREE, VOIRS, DAMS AND A NEW AQUEDUCT WITH THE APPURTENANCES THERETO, FOR THE PURPOSE OF SUPPLYING THE CITY OF NEW YORK WITH AN INCREASED SUPPLY OF PURE AND WHOLESOME WATER. AND THE ACTS AMENDATORY THEREOF.

FUTTHER HOUSE IS INCREASED SUPPLY OF PURE AND WHOLESOME WATER. AND THE ACTS AMENDATORY THEREOF.

FUTTHE ROTEC IS hereby given that a Public Hearing upon such bill will be held at the Mayor'S office in the City Hall. In The City of New York, on Monday, May 22, 1905, at 10.30 o'clock A. M. Dated City Hall. New YORK May 17, 1905.

GEORGE B. MCCLELLAN.

This bill will be the first one heard at that time.

This bill will be the first one heard at that time PURSUANT TO STATUTORY REQUIREMENT, totice is hereby given that an act. Assembly Bill, rinted No. S. 1544, int. No. 1551, has been passed by both branches of the Legislature, entitled No. AMEND, CHAPTER, FOUR HUNDRED, AND

TO AMEND CHAPTER FOUR HUNDRED AND TWENTY THREE OF THE LAWS OF NINETEEN HUNDRED AND THREE, ENTITLED 'AN ACT TO PROVIDE FOR THE ABOLITION, DISCONTINIANCE AND AVOIDANCE OF CERTAIN GRADE CROSSINGS IN THE CITY OF NEW YORK: O'RADE.

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City Hall, in The City of New York, on Monday, May 22, 1905, at 10.30 o'clock A. M. Dated City Hall, New York, May 17, 1905.

GEORGE B. McCLELLAN, Mayor

IRON STEAMBOAT CO. CONEY ISLAND They Cannot Burn! They Cannot Sink!

DREAMLAND, CONEY ISLAND, Special Trips To-day, May 20th. Leave Pier (New) No. 1, (100, 200, 315, 4:30, 6:00, North River, 17:00 P. M. Returning —Leave NEW IRON PIER, Coney Island, 2:10, 3:10, 4:23, 5:40, 7:10, 8:10 P. M. ROUND TRIP TICKETS, 25 CENTS.

DECORATION DAY SPECIAL RATE TRIPS. Catskill Mts., 3 Days, all expenses, for \$9.00 Atlantic City, 3 Days, all expenses, for \$9.25 Niagara Falls, 3 Days, all expenses, for \$15.50 Old Pt. & Washington, 4 Days, all exp. \$23.00 **EUROPEAN TOURS!**

THOS.H. HENDRICKSON'S TOURS WEST POINT, NEWBURGH &

Four popular tours, leaving about 1.51. Limited accommodations. Rates sate to \$425

POUGHKEEPSIE. UP THE PICTURESQUE HUDSON. Grand Dally Outlags (except Sunday By Palace from Day Line Steamers "NEW YORK" and "ALBANY." See Steamboat Column.

MORNING AND AFTERNOON CONCERTS
Half rate to Cairo, N. Y., May 27 to June 3.

North Beach FREE FIREWORKS THURSDAYS. SUMMER TIME TABLE MAY 21. BOATS-E. 99 and E. 134 STS.

STEAMBOATS.

BOSTON AND POINTS IN
NEW ENGLAND
FALL RIVER LINE, VIA Newport and Fall
RIVER, LEAVE PIET 19, N. R., foot of Warren St.,
week days and Sundays, at 5:30 P. M. Steamers
PRINCILLA and PURITAN, Orchestra on each.
NORWICH LINE, VIA New LANDON, Leave
PIET 40, N. R., foot Clarkson St. Week days only
at 6:00 P. M. Steamers CITY OF LOWELL and
CHESTER W. CHAPIN,
NEW HAVEN LINE, for New Hayen, Hartford,
Springield and the North, Leave Pier 20, E. R.,
foot Peck Silp, week-days only, at 4:00 P. M.
Steamer RICHARD PECK. CATSKILL, HUDSON & CONSACKIE BOATS Leave Pler 43. N. R., week days 6 P. M.

RAILBOADS.

NEW YORK, NEW HAVEN & HARIFUHU H. B.

Trains depart from Grand Central Station, 42d st. and 4th av., as follows, for BOSTON, via New London and Providence—1450, 211000, 251002 A. M., 21200 P. M.

BOSTON, via Willmante—18500 A. M., 1200 P. M.

BOSTON, via Willmante—18500 A. M., 1200 P. M.

BOSTON, via Springfield—19.00 A. M., 11200 P. M.

BOSTON, via Springfield—19.00 A. M., 1200 P. M.

BOSTON, via Springfield—19.00 A. M., 1200 P. M.

LAKEVILLA & NORFOLLA—18.00 A. M., 1200 P. M.

CHEAT BARKEROTON, NTOCKBRIDGE, PITTS

FIELD—1550, 18.50 A. M., 1331 P. M.

WATEERIR RY and WINSTED—4450, 40.00, 158.00, 1000, 158.00, 1000, 158.00, 1000, 159.00 (to Waterbury) A. M., 1103, 1430, 1550, 1600, 4600 (to Waterbury) P. M. M., 1103, 1430, 1550, 1600, 4600 (to Waterbury) P. M.

Ticket offices at e-Grand Central Station and e125th

St., 2708 Third Ave. In Brooklyn, c342, 890 Fulton St., 290 Broadway (E. D.)

"Daily, "Except Sundays, \$Sundays only, Parlor Car Limited, "Has dining car, c Parlor and Sleeping Car tickets also, C. T. HEMPSTEAD, Gen. Pass, Agt.

ATLANTIC TRANSPORT LINE,

NEW 101A-LONDON DIRECT, PER 33, N. R.

IINNEHAHA May 20, 6:30 A. M.

IINNETONKA May 27, 1 P. M.

IESABA June 3, 9 A. M.

INNEAPOLIS June 10, 11;30 A. M.

ANTWERP-100 FR LOW 100 PARIS.
Saling Saturdays at 10.30 A. M. Pler 14, N. R.
aderland May 20 Zeeland June
fromland May 27 Finland June

WHITE STAR LINE, NEW YORK — GUELASTOWN LIVERPOOL.

Salling Wednesdays and Fridays, Fler 48, N. R.
Baitte, May 24, 10 A. M. | Oceanic...dune 7,830 A.M.
Teutonic...May 31,10 A.M. | Majestic. June 14, 10 A.M.
Cettic....June 2, 5 P. M. | Cedric...June 16, 5 P.M.
BOSTON—QUEENSTOWN—LIVERPOOL.

Was 25 June 22, July 20

Arabic May 25, June 22, July 2
Republic June 1, July 6, Aug. 1
Cymric June 8, July 13, Aug. 1
TO MEDITERRANEAN AZORES. FROM NEW YORK.
CRETIC June 15, noon; July 27, Sept. 26
ROMANIC July 6, noon ROMANIC FROM BOSTON July 6, noon ROMANIC June 3, 10:30 A. M. Aug. 19, Oct. 7 CANOPIC June 24, 4 P. M. Aug. 5, Sept. 16 TRAVELERS CHECKS

Issued, payable all over the world. , Passenger offices, 9 Broadway. Freight offices, Whitehall Bidg., Battery Place. Hamburg-American.

Plymouth-Cherboury-Hamburg

Special Cruises To Norway, Iceland, Spitzbergen Around British Isles & Europe's Seaside Resorts During June, July and August by Superb Twin Serew Steamers. Send for illustrated booklet, rates, etc. 8.35 and 37 Broadway. Plers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.

PAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Kronprinz, May 39, 1 PM Kronprinz, June 27, 11 AM
Kalser... June 6, 10 AM Kalser. July 4, 10 AM
K.Wm. Li. July 11, 11 AM
OELRICHS & CO., 5 Broadway, N. Y. CUNARD LINE.

Apply 29 Broadway New York. Vernon H. Brown, General Agent. ANCHOR LINE. Glasgow via Londonderry.

ONIA rries second and third class only.

Columbia, May 20, 10 A.M. Caledonia, June 3, 9 A.M. Furnessia, May 27, 2 P. M. Astoria....June 10, Noon. Cabin, \$50. Second Cabin, \$55. Third Class, \$27,50 and upwards, according to accommodation and steamship. For tours and information, apply to HENDERSON BROTHERS, 17 and 19 Broadway OLD DOMINION LINE.

For Old Point Comfort, Norfolk, Portsmooth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Uriginta Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sall from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. Walker, Vice-President and Traffic Manager. H. B. Walker, Vice-Presidentian (Faine Annacet)

TURD Tours July 1 by specially chartered new fast S. S. Caledonia (9.400 tons), to Scotland. England, Ireland. France, \$245, with attractive side trips to Belgium, the Rhine, Switzerland, Italy. Other tours in May, June and July, Exceptional advantages. Send for programme B. FRANK C. CLARK, 96 Broadway, New York.

HOLLAND-AMERICA LINE NEW YORK—ROTTERDAM, via BOULOGNE.
Salling Wednesday at 10 A.M..
Potsdam May 24 Ryndam June 14
Noordam May 31 Potterdam June 21
Statendam June 7 Potsdam June 24
HOLLAND AMERICA LINE, 39 Broadway, N. Y.

STEAMBOATS. HUDSONRIVE

Palatial Steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex), 8:00 A. M.
"Desbrosse, St., Pter. 8:40 leave Brooklyn, Fulton St. (by Annex), 8:00 A. M.

Desbrosses St. Pletr. 8:40

West Epith St. 9:00

Landing at Yonkers, West Point, Newburgh, Poughkeepsie, kingston Point, Catskill, Hudson and Albany. Daily, except Sunday. Special Trains to Catskill Mtn. resorts and Saratoga, and easy connections to all points East, North, and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh, or Poughkeepsie, returning on down boat.

Restaurant open at 7 A. M. MUSIC.

Half rate to Catro, N. Y. May 27 to June 3.

STEAMER MARY POWELL Leaving Desbrosses St. at 3.10 P. M. Gaturdays 1.46 P. M., W. 42d St. 3.30 P. M. (Saturdays 2.20 P. M.) West 129th St. 3.50 P. M. (Saturdays 2.20 P. M.). For Highland Fails, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Rondout, and Kingston. Orchestra on board.

C. W. MORSE & ADIRONDACK Leave Pier 32, N. R., foot Canal St., G T. and West 129th St. 6:30 P. M., week days o

direct connection at A. W. Marse points. Send Sc. for C. W. Marse EXCURSION \$2.50. TROY LINE "SARATOGA" or "CITY OF TROY." leaves West 10th St. Pler dally, 6 P. M., except Saturday. Direct roll road connection at Troy for all points north and

RAILROADS.

New York & Boston to Niagara Falls, Direct Route from
New York & Boston to Niagara Falls,
Frains depart from Grand Central Station, 42d
street, New York, as below.
North and west bound trains, except those leaving at 820-A. M., 233, 2-45, 839, 11-30 P. M., will
stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.
12:10-A. M.—SIDINIGHT EXPRESS.
8:30-A. M.—EMPIRE STATE EXPRESS.
8:30-A. M.—EMPIRE STATE EXPRESS.
12:50-P. M.—PAST MAIL.—24 hours to Chicago.
10:20-A. M.—9AY EXPRESS.
12:50-P. M.—PAST MAIL.
1:50-P. M.—PAST MAIL.
1:50-P. M.—THE SECOND EMPIRE.
2:33-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—THE 20th CENTURY LIMITED—
20-hour train to Chicago, via Lake Shore.
8:30-P. M.—TLAKE SHORE LIMITED—234-hour train to Chicago, all Pullinan cars.
5:30-P. M.—CLEVELAND, CINCINNATI AND
ST. LOUIS LIMITED, All Pulliman cars.
6:00-P. M.—WESTERN EXPRESS.
7:30-P. M.—ADHONDACK & MONTREAL EX.
8:00-P. M.—PACIFIC EXPRESS.
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to Pittsfeld and North Adams. Sundays at 9:20 A. M.

Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 140, 261, 415 and 1216 Broadway,
25 Union 80, W., 275 Columbus av., 275 West 125th.
St., Grand Central and 125th st. stations, New York;
463 and 726 Pulton st. and 166 Broadway, Brooklyn,
Telephone '960' 38th street' for New York Central
Cab Service. Baggage checked from hotel or residence by Westcott Express Company.
A. H. SMITH. GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent.

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(New York Central & Hudson R. R., Lessee.)
Trains leave Franklin st. station, New York, as follows and 15 minutes later foot West 42d st., N. R., 1100 P. M.—Chicago Express.

225 P. M.—Con. Lim. for Detroit, Chi. & St. Louis, 6:00 P. M.—For Roch., Buffalo, Clevel'd & Chicago. 18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis, 19:45 P. M.—For Syra., Roch., Nia. Falls, Det. & Chi. *Daily. *tDaily except Sunday. Baggage checked from hotel or residence by Westcott Express.

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Gen'l Manager. Gen'l Pass'r Agent.

PENNSYLVANIA

RAILROAD. STATIONS foot of West Twenty-third Street and
Desbrosses and Cortlandt Streets.
EThe leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given
below for Twenty-third Street Station.
FOR THE WEST.

7.55 A. M. CHICAGO SPECIAL.

9.55 A. M. ST. LOUIS LIMITED. For Cincinnatt and St. Louis.
10.25 A. M. THE PENNSYLVANIA LIMITED.—
23 hours to Chicago.

pt. 26 noon | WASHINGTON AND THE SOUTH. | 155 S.25, *125, *1255, *10.55 a.m., 12:25, *12:35, *2:10 (*3:25, *10:25 a.m., 12:25, *12:35, *2:10 (*3:25, *10:25 a.m., 12:25, *12:35 a.m., 12:25, *12:35 (*3:25, *10:25 a.m., 12:25, *12:35 (*3:25, *10:25 a.m., 12:25, *12:35 (*3:25, *10:35 (*3:25, *1 ATLANTIC COAST LINE .- 9:25 a. m. and 9:25 p. m. daily. SEABOARD AIR LINE.-12:25 p. m. and 12:10 a. m.

NORFOLK AND WESTERN RAILWAY. -8:25 p. m. NORFOLK AND WESTERN BAILWAY.—8:25 p. m. dally.
CHESAPEARE & OHIO RAILWAY.—7:55 a. m. week days, 4:55 p. m. dally.
FOR OLD FOINT COMFORT and NORFOLK.—7:55 a. m. week-days, 8:25 p. m. dally.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. S:ndays, 7:55 a. m.
CAPE MAY.—12:55 p. m. week-days.
LONG BRANCH, ASBURY PARK (North Accury Park Sundays), and Point Pleasant (3:30 a. m. from Desbrosses and Cortlandt Streets only), 8:55 a. m., 12:25 (125 Saturdays only), 2:25, 3:25 (4:25 except Long Branch), and 4:55 p. m. week-days. Sundays, 8:25, 8:25 a. m., and 4:55 p. m.

Long Branch), and 4:55 p. m. week-days. Sundays, 8:25. 9:25 a. m. and 4:55 p. m. week-days. Sundays. 8:25. 9:25 a. m. and 4:55 p. m.

6:05, 7:25, 7:25, 8:25, 8:55, 9:25, 19:25, 9:25, 9:10:28, 10:28, 11:55 a. m., 12:25, 12:55, 19:25, 19:55, 9:55, 9:25, 12:55, 3:25, 3:25, 3:25, 4:25, 4:25, 4:25, 12:455 for North Philadelphia only), 5:55, 6:55, 7:55, 8:25, 8:25, 9:55 for North Philadelphia only) p. m., 12:10:night week-days. Sundays, 6:05, 7:55, 8:25, 12:55, 19:55, 10:25, 10:25, 10:25, 6:05, 7:05, 8:25, 9:25 for North Philadelphia only), 4:35, 7:55, 6:55, 7:56, 8:26, 9:25 (9:55 for North Philadelphia only), 4:35, 7:55, 6:55, 7:56, 8:26, 9:25 (9:55 for North Philadelphia only), 1:20 night.

Dinthy Car. fExtra-fare train.
Ticket offices, Nos. 461, 1354, 96, and 261 Broadway, 132 Flith Avenue (below 23d 8t.); 263 Flith Avenue (corner 29th 8t.); 1 Astor House, and stations named above; Broadlyn, 342 Fulton Street, 360 Fulton Street, 360 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "643 Chelsea" for Pennsylvania Railroad Cah Service.

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J. R. WOOD,

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W. W. ATTERBURY,
General Manager.

GEO. W. BOYD.

General Passenger Agent.

READING SYSTEM
NEW JERSEY CENTRAL R. R.
LIBERTY STREET and SOUTH FERRY (time from South Ferry five minutes earlier than shown below.)

| LIBERTY STREET and SOUTH FERRY (time from South Ferry five minutes earlier than shown below.) | EASTON. BETHLEHEM. ALLENTOWN AND MAICH CHUNK—2::00. (715 Easton only). 9:10 A. M., 120. 4:00. 5:00. (5:45 Easton only). 9:10 A. M., 120. 4:00. 5:00. (5:45 Easton only). 9:10 A. M., 120. 4:00. 5:00. (5:45 Easton only). 9:10 A. M., 120. 4:00. 5:00. 4:45 Easton only). 9:10 A. M., 120. 4:00. 9:10 A. M., 120. A. M., 2:00. 9:10 A. M., 120. A. M., 2:00. 9:10 A. M., 13:40 P. M. WILKE-HARRE AND SCRANTON-24:00. 9:10 A. M., 2:30. (3:40. Lakewood and Laketurst only). 4:20. 65:00 P. M. SUNGAS, 7:00 A. M. (9:40 Lakewood and Laketurst.) | ATLANTIC CITY—9:40 A. M., 13:40 P. M. VINELAND AND BRIDGETON—24:00 A. M., 3:10 P. M. VINELAND AND BRIDGETON—24:00 A. M., 3:10 P. M. VINELAND AND BRIDGETON—24:00 A. M., 3:10 P. M. LONG BRANCH. ASIR PT PARK, OCEAN GROVE, POUNT PLEASANT, AND SEASHORE POINTS, Z. 20:00. 8:30, 11:50 P. M. SUNGAY, except Ocean Grove, 9:15 A. M., 4:00. 8:30 P. M. ATLANTIC HLUSS, SEABRIGHT, MONMOUTH BCH. EAST LONG BRANCH—49:00. 5:50. 8:30, 11:20 A. M., 1:30, 4:30. 5:30. P. M. SUNGAY, 9:00. A. M., 4:00 P. M. SUNGAY, 9:00. SUNGAY, 9:00. 4:00. 5:00. 6:00. \$7:

*10:09. *12:00 A. M., *2:00. *14:09. *6:00. *7:00 P. M.,
*12:15 mdt.

BALTIMORE AND WASHINGTON—5:00. *10:00.
*12:00 *2:00. *4:00. *12:15.

READING HARRISHURG POTTSVILLE AND
WILLIAMSPORT 1:00. *12:15.

READING HARRISHURG POTTSVILLE AND
WILLIAMSPORT 1:00. *10:00. *10:10. *10:00.
*11:00 A. M. Reading only: | *10:00. *10:20. *12:00 P. M.
Reading Pottsville, Harrisburg only, *4:00. *5:00
P. M. From Liberty Street only: *Daily: *Daily:
except Sunday. *Sandays only. *1Parlor cars
only. Evia Tamaqua. *Xsaturdays. *AExcept Saturdays.
Offices. Liberty St. Ferry. South Ferry. 6 Astor
House, 201. 434, 1300. 1354 Broadway. *129 Sth av.,
*231 Sth Av., 25 Union Square West, 278 Third Av.,
*273 West 12:3th St., *15 Columns Av., New York,
*342, 343, 344, 870, Finlon Square West, 278 Third Av.,
*273 West 12:3th St., *15 Columns Av., New York,
*342, 343, 344, 870, Finlon Square West, 278 Third Av.,
*273 West 12:3th St., *15 Columns Av., New York,
*374 West 12:3th St., *15 Columns Av., New York,
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*376 Av., *15 Columns Av., New York,
*377 West 12:3th St., *15 Columns Av., New York,
*378 West 12:3th St., *15 Columns Av., New York,
*379 West 12:3th St., *15 Columns Av., New York,
*370 West 12:3th St., *15 Columns Av., New York,
*371 West 12:3th St., *15 Columns Av., New York,
*372 West 12:3th St., *15 Columns Av., New York,
*373 West 12:3th St., *15 Columns Av., New York,
*374 West 12:3th St., *15 Columns Av., New York,
*375 Av., *15 Columns Av.,

BALTIMORE & OHIO RAILROAD.

ROYAL BLUE LINE TRAINS "EVERY OTHER EVEN HOUR" TO BALTIMORE and WASHINGTON Leave South Ferry, sminlates carder.
Lv. Liberty street, 8 a.m. Except Sanday, 10:00 a.m. Daily, 12:00 noon, Daily, 20:00 noon, "Royal Limited" 400 p.m. Daily. Buffet.
"Goo p.m. Daily. All Pullman
Goo p.m. Daily. Durer.
Too p.m. Daily. Buffet.
Sleevers. "Royal Limited" 200 p.m. Dally. All Pullman 600 p.m. Dally. Dilner. 700 p.m. Dally. Buffet. 700 p.m. Dally. Buffet. 700 p.m. Dally. Sleepers. SPLENDID TRAIN SERVICE.

THROUGH THAIN STOTHE WEST. Dally. Lv. New York City. South Ferry. Liberty St. Chicago, Pitrsburg. 12:10 nt. 12:15 nt. Sleeper. Chicago, Columbus. 11:55 am. 12:00 nt. Sleeper. Chicago, Elizaberg Limited? 6:55 p.m. 7:00 p.m. Buffet. Clincinnath. St.Louis. 12:10 nt. 12:15 nt. Sleeper. Cincinnath. St.Louis. 5:55 p.m. 6:00 p.m. Diner. Cincinnath. St.Louis. 5:55 p.m.

Lackawanna Railroad

Leaves New York, foot Bardiay and Coristopher sta1800 A. M.—For Binghamton and Syracuse.
1600 A. M.—Buffalo Chicago and St. Louis.
160 P. M.—For Buffalo Chicago and St. Louis.
160 P. M.—For Buffalo and Chicago.
160 P. M.—For Buffalo and Chicago.
1815 P. M.—For Buffalo and Chicago.
1815 P. M.—For Buffalo Syracuse, Utlea.
180 A. M.—For Chicago—Species open at P.M.
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Fulton st., Brooklyn.—Dally, 1Except Sunday.